



About one-half the Ford cars we are receiving are fully equipped with electric lighting and starting outfits and demountable wheels. The Ford Motor Co. have made no special announcement regarding this new model, as they are today 150,000 orders behind. The starter is the one designed for the 5000 tanks which the government ordered of The Ford Motor Co., and is not excelled by any starter on any other car on the market.

The Ford car is now "the lowest-priced fully equipped automobile" on the market.

BINFORD KIMRALL MOTOR CO.

SOLDIERS TO HAVE AN OUTING AT SALT LAKE

Soldiers, sailors and marines of Weber county are taking keen interest in the American Legion outing to be held at Salt Lake on August 20th, and a big delegation from this district will attend the affair.

The state organizations of the American Legion now number 17, which is one to every one thousand men who served in the military or naval forces during the great war. Huntsville was the seventeenth post to be formed. Although the national plan was to have one post to every thousand men in the service from each state, it is probable that several more posts will be formed in Weber county, and quite a few more throughout the state.

There is to be a reunion of the soldiers, sailors and marines from among the Cache Valley men at Logan on the same day as the big state affair at Salt Lake. Arthur Woolley has been delegated to attend the Logan reunion as a speaker representing the American Legion. Captain Royal Douglas is chairman of the speaker's committee for the district of Colorado and Utah. The Ogdens speakers are Royal Douglas, Arthur Woolley and Samuel C. Powell.

All the soldiers now convalescing at the hospital at Fort Douglas will be the guests of the American Legion at the Salt Lake function and will be admitted to all concessions without charge.

Posts in Utah
Following are the posts of the Legion in Utah:
Nephi Post No. 1, Nephi.
Joseph Simmons Wilkes Post No. 2, Commercial Club, Salt Lake City.
Price Post No. 3, Price.
Fries Henry Mervil Zabriskie Post No. 4, Mt. Pleasant.
Wilford Wanberg Post No. 5, Murray.

1920 OVERLAND CAR AND WILLYS-KNIGHT

Manager C. H. Carman of the Browning Automobile company has received the glad information that when the big continental transportation train arrives in Ogden next week, among the many good cars will be found three of the new 1920 models of the Overland four, the car that has been looked for so long. Mr. Carman states that this is a light model car of especially fine design and carrying all the latest improvements. He is very much pleased to know that the car will be here as there are a number of people desirous of seeing it.

The transport train also contains a Willys-Knight car which is of the latest model. Both the Overland and Willys-Knight cars are among the standard autos of the country and have a wide distribution. Mr. Carman expects to have a supply of these cars in his garage in the near future as the production of a large number has been promised by the factory. The two models in the transport train are in charge of Lieutenant Cooper.

CORPORAL LEAMAN IS BACK FROM THE WAR ZONE

Corporal Theodore Leaman of the Fifth division has returned to Ogden after fifteen months across seas. As a runner in headquarters company of the Thirtieth machine gun battalion, he had numerous narrow escapes, taking part in the St. Mihiel and the Argonne-Meuse offensives, going over the top five times and fighting in a number of close skirmishes.

Stake Conference Will Be Held in the Tabernacle

The Ogden Stake quarterly conference will convene tomorrow at the Ogden tabernacle. Services will be held at 10 a. m. and 2 p. m. President Thomas E. McKay will preside. Representatives of the general church authorities will be in attendance. Special music will be furnished under the direction of Joseph Bannantine.

All quorums of the priesthood are expected to be in attendance and will sit in a body.

Rack for Washing Autos to Be Placed At Camping Grounds

Another feature will be added to the camp at Jones' Grove as soon as the park employees of the city can be spared from present work, and that is a rack for washing autos. This statement was made this morning by Commissioner Miles L. Jones, superintendent of parks. Commissioner Jones expressed himself as very grateful for the assistance given the city in equipping the camp ground by the Ogden publicity bureau. "The bureau has said very little about what it has done," said the commissioner, "but it contributed liberally toward the new shower baths and comfort station and also provided the bathing suits which are furnished free for the use of tourists. The bureau has done a great deal to advance the interest of the city."

Penie, British Columbia.—Striking miners have asked provincial officials to appoint a commission to investigate wage and working conditions here. The miners have been on strike for over a month and they say if the probe is started they will return to work.

RICH PEOPLE SMALL CARS

"Wealthy men—those able to afford any make of motor car—are turning from the heavy, luxurious and expensive car to the sturdy, medium-sized, economical one," says Harry S. Daniels of the Dort Motor Car company.

"This season sees an increasing number of rich men selecting medium priced automobiles for their own personal use. Most of them have larger cars for touring and general family driving, but for their own business needs they like the medium sized car. 'The point many of these wealthy men make is that a medium sized car offers them every convenience in the way of comfort, speed and durability, and does it at a moderate price. They are good enough business men to realize that for business driving, short trips to the links and general transportation a car of this type is the best.'"

"Moreover many of these men prefer to drive their own cars. They get a lot of exhilaration and pleasure from handling the wheel themselves and they have found by actual experience that the smaller car gives them less cause for concern and will stand more buffeting than the larger cars. Having a big heavy automobile for pleasure driving is a luxury that a well-to-do family can afford. But using this car for short runs is wasteful without compensating advantages. 'Business men view the automobile today as it ought to be considered. They look at it from the angle of transportation. Like railroads, electric cars and other public conveyances, they measure the motor car on a basis of what it will do for a given cost and in comparison with the rest of the automobiles on the market. Paying for pleasure, they say, is different than paying for work, and the cars they drive every day are 'work cars' to them.'"

BIG TRUCK TRAIN MAKING HISTORY

The army truck train, which is now on its way from the capital to the Pacific coast, is accomplishing several things, says Motor Age. It is making history, in the first place. Never before has a truck train attempted as long a tour as this. It is a self-sustained unit. It is bringing home to the different communities through which it passes and to the country at large the need of good roads and the value of building real roads right now. It is bringing home the plausibility of the transportation in time of need by motor truck. It is gathering in needed personnel for the Motor Transport corps, though this last is merely a minor result.

Transcontinental tours by cars, especially in the early days of the industry, did much to help advance the engineering design and sale of the car. It paved the way for the vast streams of motor cars that follow our city boulevards and keep awake our country highways today. It made possible earlier improvements in construction through the constant endeavor to produce cars that would endure these long trips and come out little if any the worse for wear.

The passage of the army truck train across the continent is fraught with the same valuable results. Though no records of the speed, mileage, and so on of the trucks are to be given out until the end of the trip, its successful completion of approximately half the journey augurs well for a constant endeavor to produce cars that would endure these long trips and come out little if any the worse for wear.

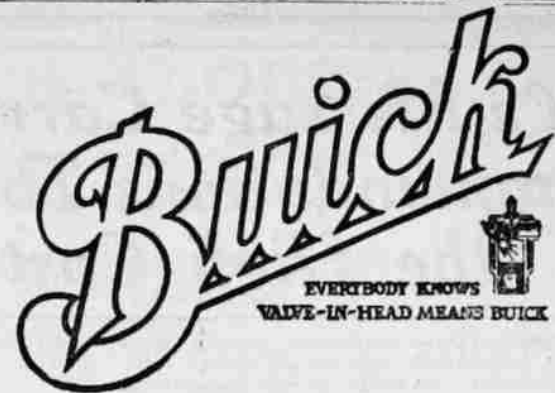
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No matter what the truck train itself may reveal in the way of mechanical excellence or defects, the need and value of good roads will be understood. The country will realize more fully the benefits that accrue with hard-surfaced highways. The train will bring home, through its day-by-day records, the greater efficiency of transportation under good road conditions than with bad.

SUGAR BUSINESS AND MOTOR TRUCKS

"One of the latest industries to adapt the motor truck to its transportation demands is that of the sugar cane and sugar beet growers," says G. C. Frey, of the Klissel Motor Car Co. "Sixty million tons of sugar cane or more are handled every season between the United States and Cuba. Up to now the expensive two wheeled ox carts handled the bulk of this cane. The same is true in the sugar beet industry where a hundred thousand American farmers grow ten million tons of sugar beets which have to be hauled at an average of four or five miles from the farms to the factories or beet dumps. Here again the old and expensive horse-driven transportation method has been responsible for delayed deliveries and expensive labor."

"Up to a short time ago the motor truck had not been tried out by the sugar industry, but gradually after demonstrations had been held in



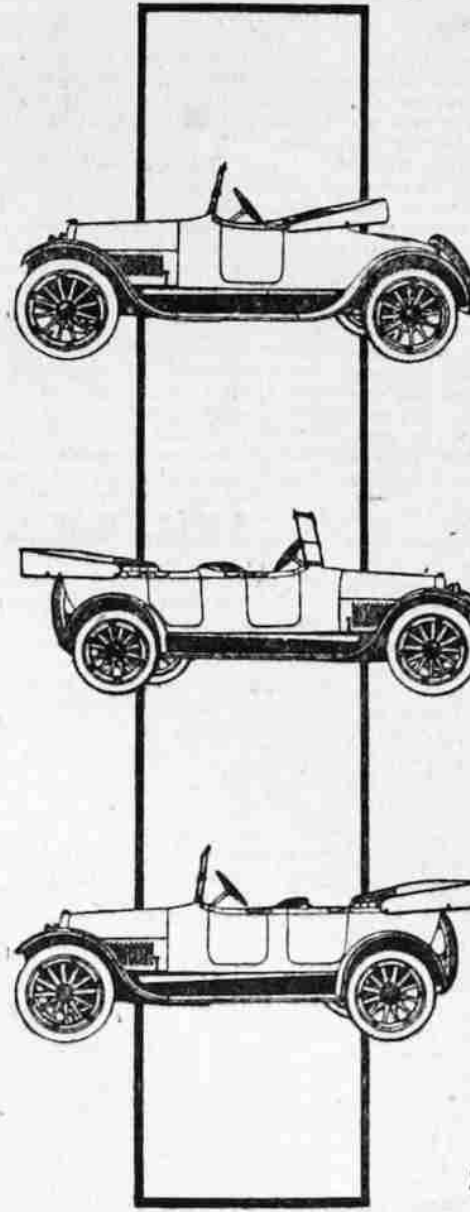
NEARLY a half million Buick Valve-in-Head Motor cars are in service—and the most remarkable phase of that fact is the unusual length of each Buick car's service.

There is no magic about the long life of Buick cars. Their owners simply get from them the life, the stamina that is built into each one of them.

Today motorists accept Buick longevity for its character of construction and individual endurance.

CHEESMAN AUTOMOBILE CO.

2566 Washington Avenue, Ogden, Phone 325



Application of Tires; Auto Tire Talk

The careful application of tires is quite as necessary as the choice of the correct type. Especially should the best adaptation of tire to rim be made a subject of concern.

Before applying a tire all rust and other foreign matter should be carefully removed from the rim. If the rust has formed on the rim it will cause trouble at some later time, apart from the corroding influence of the rust. If tires have been driven deflated at any time, mud will probably have accumulated on the rims, and unless this is removed the tires cannot seat or fit properly. The danger of pinching inner tubes can best be reduced to a minimum by dusting soap, stone or powdered mica on the rims, so that the tire beads will slip into the correct position easily.

Inflate the inner tubes just enough to round them out before placing them inside the casing. Do not use tubes of the wrong size, and be sure that the valves are equipped with spreaders adapted to the particular type of casing used, whether instance, clincher, quick demountable, clincher or straight side. Valves in Firestone tubes are equipped with a universal spreader, and therefore are suitable for use in all three types.

Dust the inside of the case and the inner tube with powdered mica or talc. This will reduce friction and prevent adhesion to the case after they have been heated in service.

When the tires have been removed for some reason, it is a good idea, when reapplying, to reverse them, that is, to place the worn sides of the tires toward the car. It is not very generally known, though it is a fact,

that almost all of the side wear on a tire occurs on the outside; that is, the side away from the car. The foregoing sounds Irish, I know, but it is a fact nevertheless. This is due to road construction, rut wear, curb scraping, and such things. The life of a tire may be prolonged to such an extent that a great deal higher mileage may be secured by turning the tires about occasionally to secure even wear upon both sides.

I said that tire and rim should be suited to each other. If straight side tires are to be used on clincher rims, filler beads ought to be fitted in the rim clincher to keep the side walls of the casings from being chafed and gauged. To avoid as much as possible the tendency of straight side tubes to lift up from the rims at the inner edges of cables and in this way permit a rolling motion sideways, it is advisable to have more spread between the cables than is needed for beads of the clincher variety.

The best way, therefore, to use straight side tires on clincher rims is not to use them at all. The two types don't mix. Concluding this subject, the importance of using flaps should not be overlooked. Whether clincher or straight side tires are employed, both rings should be in position. A few folks really don't know these last two things: more people know them and don't do them!

HERE ARE BEST AUTO CLEANERS
Washing soda, kerosene and plain soap and water should be the cleaning agents used by the car owners for cleaning parts, tools, etc., about the garage. Gasoline is not as good as these others, and it costs considerably more. For taking grease spots out of clothing, some of the inflammable fluids now on the market are better than our present grades of gasoline.

TO PROLONG TIRE LIFE
When the brake on one side locks its wheel, while the other is still revolving, the casing on the locked side is scraping along the ground, to the detriment of the tread. When the brakes are not adjusted equally, not only is there danger of skidding, more wear will result.

Washington.—Postoffice officials predict that within a year airplanes flying on daily schedule will carry mail from New York to San Francisco in a day and one-half. The record now is nearly five days.

Federal & Commerce Truck

The following firms, when asked about the Federal and Commerce Trucks, say:

"The Federal Truck which we are operating is giving such satisfaction that we have placed an order for another."

OGDEN PAINT, OIL & GLASS CO.

"Our Commerce Truck we have is giving us wonderful results. It is dependable, and has an abundance of power."

OGDEN CITY ICE CO.

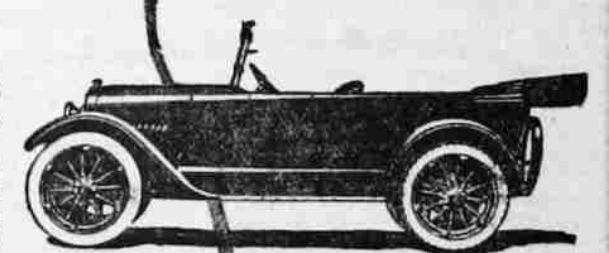
Savage Motor Co.
2354 Hudson Phone 257



IN the new Chevrolet FB Touring Car is found the streamline design at its best. The long unbroken lines sweep in graceful curves from the radiator to the well rounded back, with not an angle nor projection to mar the harmonious effect.

OGDEN MOTOR CAR CO.

2345-55 Hudson Ave. Phone 460



"Baby Grand" (Model FB) Touring Car, equipped with electric lights and starter; highest type two-unit system, single wiring used. One-man top, with side curtains opening with down and tilted windshield. Complete lamp equipment, including headlight dimmers; electric horn; speedometer; demountable rims, with extra rim; tire carrier; license holder. Price \$1135, f. o. b. Flint, Mich.